#### **Surveyor Thin Unit Summary Sheet Central Coast Ranger District General Information** Unit #: <u>7</u> Stand #: 504068 T.13S., R.9W., Sec. 21 & 28 Legal Location: Acres: Photo Number: Year of Origin: 1966 Unit Designation: Residual TPA Post Harvest: 50 / 70 Recon by/Date: Bunk Spring of 2012 **Volume Information** Source of volume estimate: **Estimated Volume: Special Considerations** Yes Yes No No Power Lines Χ Fences X Invasive/Sensitive Plants X Heritage Sites X **Dump Sites** X Meadows X Survey Monuments X Water Systems Χ Improvements X Other **Road and Landing Information** Road Road Road Road Road Type Landing Road Type Landing Length Status Length Status 520' \*\* non-system Existing В 430' non-system Existing С non-system 1230' Existing SAA Existing non-system 410' non-system Existing

## **Notes**

<sup>\*\*</sup> Landing "A" lies at the highest point of the unit and along an old "tractor" fireline and was likely never used as a haul road. It will take some work to make it suitable for use. Landing B is located at the end of a 430' spur which is in good shape. This spur will only take clearing to make it suitable for use. Landings C and D are located on an old spur 1,230' in length, with landing C being at the terminous. This spur has some slumping or cracking along its length and will take some work to make it suitable for use. Landing E is located at the end of a 410' spur which ends near the northeast corner of the unit. This spur is in good shape and will take little other than clearing to make it suitable for use. The 5285-360 (which runs along the south boundary of unit 6 and the north boundary of unit 7), is in overall good shape, but has one area of slumping not to far from the jct. with the 5285 that will need some work prior to haul on the 360 spur.

Logging Systems Information								7
Landing	Logging System Type	Guyline Anchor Trees	Multiple Guy Anchors	Special Anchors	Intermediate Supports	Tailtrees	Logging Pr and Azimu	ofiles Run hth/Length
Α	Υ					3		
В	S	Р	No			3		
С	S	Р	No			2		
D	Υ							
Е	S	M		2	3	3		

## **Unit Totals and Averages**

Average Yarding Distance:	<u>390'</u>	Average Net Pound per Payload:	2,400
Average Mainline Tension:	2,800 lbs.	Average Slope:	<u>55%</u>
Maximum Tagline Needed:	<u>1,800'</u>	Total Number of Corridors:	<u>32</u>
Maximum Yarding Distance:	<u>1,210'</u>	Total Number of Landings:	<u>5</u>
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#### **Notes**

Extra" wide lateral yarding may also be necessary from landing E along the east boundary of the unit, depending on how the operator chooses to place the skyline corridors. Also, the southern end of the east finger (currently planned to be yarded to landing E) actually yards better to landing C, but would mean yarding through the buffer, suspension would be good, but would increase damage to the buffers canopy.

#### **Surveyor Thin Unit Summary Sheet Central Coast Ranger District General Information** Unit #: <u>6</u> Stand #: 504034 Legal Location: T.13S., R9W., Sec. 21 & 28 Acres: Photo Number: Year of Origin: 1979 Unit Designation: Residual TPA Post Harvest: <u>75</u> Recon by/Date: Bunk Spring of 2012 **Volume Information** Source of volume estimate: **Estimated Volume: Special Considerations** Yes Yes No No Power Lines Χ Fences X Invasive/Sensitive Plants Χ Heritage Sites X **Dump Sites** X Meadows X Survey Monuments Χ Water Systems Χ Improvements Χ Other X **Road and Landing Information** Road Road Road Road Landing Road Type Landing Road Type Length Status Length Status K 5285-360 Existing 5285-384 5285-360 Existing L Existing С 5285-384 Existing М 5285 Existing D 5285-384 Existing Ε 5285-? Existing 5285-? Existing G 5285-000 Existing 5285-? 630' Existing Η 5285-000 Existing 100' non-system New

## **Notes**

Landings B, M, C, and D are located on or adjacent to the 5285 road in wide spots. Landings E, F and H are located on the 5285-??? spur, which is in good shape and will need little other than clearing to make it suitable for use. Landings G and I are located in the 5285 and will take little other than clearing to make them suitable for use. Landing J is serviced by a "new" temp spur off of the 5285-360 and lies on gentle ground. Landings K and L are located along the 5285-360 and will take little other than clearing to make them suitable for use.

Logging Systems Information								6
Landing	Logging System Type	Guyline Anchor Trees	Multiple Guy Anchors	Special Anchors	Intermediate Supports	Tailtrees	Logging Pr and Azimu	
D	S	P	No			3		
B C		г Р			2	3		
D	S/GB S	r P	No No		1	ა		
E	S	P/M	No		I	2		
F	<u>З</u> Ү	F / IVI	No					
		D			0	4		
G	S	Р	No		2	4		
Н	Υ		No					
I	S	Р	No			2		
J	S	Р	No			1		
K	S	P	No		3	4		
L	S	Р	Yes			4		
M	S/GB	Р	No		1	1		

# **Unit Totals and Averages**

	0		
Average Yarding Distance:	<u>308'</u>	Average Net Pound per Payload:	2,200
Average Mainline Tension:	4,800 lbs.	Average Slope:	<u>45%</u>
Maximum Tagline Needed:	<u>1,300'</u>	Total Number of Corridors:	<u>62</u>
Maximum Yarding Distance:	<u>780'</u>	Total Number of Landings:	<u>12</u>

#### **Notes**

Much of the area serviced by landing A could be tractor yarded to landing C, only a short pitch of steeper ground immediately below the landing caused this area to become "cable". Landing B also yards the southern finger of unit 5. Alignment of the skyline road to the souteast (down the ridge) is critical, as live streams exist to either side and the "hole" between them could easily be missed should the yarder be placed in the wrong location. Landing E is primarily to be used to yard "downhill" that area lying north of spur road 368. Two multi-stump "guyline" anchors should be appraised for the back guys on landing L.

#### **Surveyor Thin Unit Summary Sheet Central Coast Ranger District General Information** Unit #: <u>5</u> Stand #: 504030 Legal Location: T.13S., R.9W., Sec.21 Acres: Photo Number: Year of Origin: 1965 Unit Designation: Residual TPA Post Harvest: 45 Recon by/Date: Bunk Spring of 2012 **Volume Information** Source of volume estimate: Estimated Volume: **Special Considerations** Yes Yes No No Power Lines Χ **Fences** X Invasive/Sensitive Plants Χ Heritage Sites X **Dump Sites** X Meadows X Survey Monuments Χ Water Systems Χ Improvements Χ Other X **Road and Landing Information** Road Road Road Road Landing Road Type Landing Road Type Length Status Length Status non-system SAB New В non-system 780' New non-system 400' Existing 5285 Existing **Notes** Landing "A" is located about midway along a "new temp" to be constructed to access landing "B". Maximum grades along this spur should not exceed 12% adverse. Spur traverses over gentle ground. Landing "C" is located at the end of an old spur, which is in good shape. The direction of haul is opposite to the road alignment, (for both spurs) creating a situation where it will be necessary to turn the loaded trucks around to get them headed in the right direction for haul. (NOT sure where this would be best accomplished, should ask Mike prior to appraising). Landing D is located on the 5285 in an old landing location.

Logging Systems Information								5
Landing	Logging System Type	Guyline Anchor Trees	Multiple Guy Anchors	Special Anchors	Intermediate Supports	Tailtrees	Logging Pr and Azimu	ofiles Run hth/Length
A B	GB							
В	S	Р	No			8		
С	S	Р	No		1	1		
D	GB							

# **Unit Totals and Averages**

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Average Yarding Distance:	<u>224'</u>	Average Net Pound per Payload:	<u>2,100</u>
Average Mainline Tension:	3,700 lbs.	Average Slope:	<u>40%</u>
Maximum Tagline Needed:	<u>1,150'</u>	Total Number of Corridors:	<u>19</u>
Maximum Yarding Distance:	<u>570'</u>	Total Number of Landings:	<u>4</u>

#### Notes

Landing A (located midway along the temp spur) will serve as a tractor landing, while landing B will primarily serve as a cable landing, although some of the ground to the west and north will likely be tractor yarded to this landing. Landing D is located on the 5285 and adjacent to both units 5 and 6 and will serve both units as a tractor landing.

#### **Surveyor Thin Unit Summary Sheet Central Coast Ranger District General Information** Unit #: 4 Stand #: 504027 Legal Location: T.13S., R.9W., Sec.21 Acres: Photo Number: Year of Origin: 1981 Unit Designation: Residual TPA Post Harvest: 70 / 55 Recon by/Date: Bunk Spring of 2012 **Volume Information** Source of volume estimate: **Estimated Volume: Special Considerations** Yes Yes No No Power Lines Χ **Fences** X Invasive/Sensitive Plants Χ Heritage Sites X **Dump Sites** X Meadows X Survey Monuments X Water Systems Χ Improvements Χ X Other **Road and Landing Information** Road Road Road Road Landing Road Type Landing Road Type Length Status Length Status 5285-000 Existing В 250' non-system Existing 5285 Existing **Notes**

Landing "A" is located at the north end of the 5285, which is overall in good shape. Landing "B" is located at the end of a 250' old spur that has been used as a waste area for old road waste. The spur and most of the landing has road waste located on them. (The haul up the 5285, will be in the wrong direction for haul on the "new" spur "right of way" and it will be necessary to turn the trucks around, to get them pointed in the right direction for haul. (Should talk to Mike or Rob about the "where to turn the trucks around"). Landing C is located at the jct. with the temp spur into landings A and B for unit 5 and is designed to service the southern part of unit 4 and could take those logs in unit 5 closer to this landing.

Logging Systems Information U							Unit #	4
Landing	Logging System Type	Guyline Anchor Trees	Multiple Guy Anchors	Special Anchors	Intermediate Supports	Tailtrees	Logging Pr and Azimu	
Α	Υ		No			3		
В	GB							
С	GB							
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Average Yarding Distance:	<u>178'</u>	Average Net Pound per Payload:	<u>2,150</u>
Average Mainline Tension:	2000 lbs.	Average Slope:	<u>20%</u>
Maximum Tagline Needed:	<u>500'</u>	Total Number of Corridors:	<u>3</u>
Maximum Yarding Distance:	<u>330'</u>	Total Number of Landings:	<u>3</u>

## **Notes**

Landing B will serve as a tractor landing for both unit 4 and the northern portion of unit 5. Landing C will or could service both units 4 and portions of unit 5.

#### **Surveyor Thin Unit Summary Sheet Central Coast Ranger District General Information** Unit #: <u>3</u> Stand #: 504028 Legal Location: T.13S., R.9W., Sec.21 Acres: Photo Number: Year of Origin: 1966 Unit Designation: Residual TPA Post Harvest: <u>50</u> Recon by/Date: Bunk Spring of 2012 **Volume Information Estimated Volume:** Source of volume estimate: **Special Considerations** Yes Yes No No Power Lines Χ **Fences** Χ Invasive/Sensitive Plants Χ Heritage Sites Χ **Dump Sites** Χ Meadows X Survey Monuments Χ Water Systems Χ Improvements Χ Other X **Road and Landing Information** Road Road Road Road Landing Road Type Landing Road Type Status Length Length Status non-system 260' existing В non-system SAA **Notes** Landing B is located on the same old landing (and spur) that landing A is located. This original landing was large and has been used to store road waste and will take some clearing to make landing "B" suitable for use. The spur that will access both these landings could approach the "primary spur of haul" from either of two directions, with what is displayed on the map as being the one with what I believe to align best with facititating haul for the trucks.

Logging Systems Information							Unit #	3
Landing	Logging System Type	Guyline Anchor Trees	Multiple Guy Anchors	Special Anchors	Intermediate Supports	Tailtrees	Logging Pr and Azimu	
Α	Υ		No					
В	S	Р	No			2		
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Average Yarding Distance:	<u>261'</u>	Average Net Pound per Payload:	2,100
Average Mainline Tension:	3,200 lbs	Average Slope:	<u>25%</u>
Maximum Tagline Needed:	<u>1,000'</u>	Total Number of Corridors:	<u>14</u>
Maximum Yarding Distance:	<u>540'</u>	Total Number of Landings:	<u>2</u>

## **Notes**

The southern piece located south and west of the temp spur, will be downhill yarding.

#### **Surveyor Thin Unit Summary Sheet Central Coast Ranger District General Information** Unit #: 2 Stand #: 504036 Legal Location: T.13S., R.9W., Sec. 9 Acres: Photo Number: Year of Origin: 1966 Unit Designation: Residual TPA Post Harvest: <u>50</u> Recon by/Date: Bunk Spring of 2012 **Volume Information Estimated Volume:** Source of volume estimate: **Special Considerations** Yes Yes No No Power Lines Χ **Fences** X Invasive/Sensitive Plants Χ Heritage Sites Χ **Dump Sites** X Meadows X Survey Monuments Χ Water Systems Χ Improvements Χ Other X **Road and Landing Information** Road Road Road Road Landing Road Type Landing Road Type Length Status Length Status non-system 220' existing В non-system 120' new non-system 2,500' existing **Notes** The original spur and greatest length accesses landing "C" and is 2,500' in length. This spur is in good condition overall and generally just needs clearing to make it suitable for use. Landing "A" is just a short spur off of the primary spur and traverses over flat ground and will need little other than clearing to make it suitable for use. Landing "B" is located at the end of a "new" temp spur, designed to pick up that area between landings "A" and "C" and some work will be necessary to make this spur and landing.

	Logging Systems Information						Unit #	2
Landing	Logging System Type	Guyline Anchor Trees	Multiple Guy Anchors	Special Anchors	Intermediate Supports	Tailtrees	Logging Pr and Azimu	
Α	S	Р	No			5		
В	S		No					
С	S	Р	No			2		

## **Unit Totals and Averages**

	J J	and thought	
Average Yarding Distance:	<u>347'</u>	Average Net Pound per Payload:	2,300
Average Mainline Tension:	4,700 lbs.	Average Slope:	<u>50%</u>
Maximum Tagline Needed:	<u>1,850'</u>	Total Number of Corridors:	<u> 26</u>
Maximum Yarding Distance:	<u>710'</u>	Total Number of Landings:	<u>3</u>

## **Notes**

Several skyline roads (from landing A) anchoring along the northern boundary, are downhill yarding. The flat that the landings are located on will be tractor yarded.

#### **Surveyor Thin Unit Summary Sheet Central Coast Ranger District General Information** Unit #: 1 Stand #: 504019 Legal Location: T.13S., R.9W., Sec.18 Acres: 74 Photo Number: Year of Origin: 1966 Unit Designation: Residual TPA Post Harvest: 45 Recon by/Date: Bunk Spring of 2012 **Volume Information** Source of volume estimate: Estimated Volume: **Special Considerations** Yes Yes No No Power Lines Χ **Fences** X Invasive/Sensitive Plants Χ Heritage Sites X **Dump Sites** X Meadows X Survey Monuments Χ Water Systems Χ Improvements Χ Other X **Road and Landing Information** Road Road Road Road Landing Road Type Landing Road Type Length Status Length Status 5264 K non-system 990' existing В 5264 С 5264 D 5264 Ε 1,020' non-system existing 5200-390 G non-system existing Н 5200-390 non-system existing 5200-390 **Notes** Landings A, B, Cand D are located along or in the 5264 road (big waterbar road), in wide spots or turnouts. Landing E is located at the end of an old grownover spur 1,020' feet in length, which will need some work to make it suitable for use. Landings F, H and J are located on or adjacent to the 5200-390 spur (with landing F located at the terminous - a large old landing). Landings G, I and K are located on an old grownover spur 990' in length. This spur has need of repair (culvert replacement, and cracking) prior to use.

Logging Systems Information						Unit # 1	
Logging System Type	Guyline	Multiple Guy Anchors	Special Anchors	Intermediate Supports	Tailtrees	Logging Pr and Azimu	ofiles Run hth/Length
Υ	NA	No			3		
Υ	NA	No					
Υ	NA	No					
S	M	No		2	2		
S	Р	No		6	4		
S	Р	No			1		
Υ		No		2			
Υ					1		
Υ		No		2			
Υ		No			2		
S	Р	No		3	3		
	System Type Y Y Y S S S Y Y Y Y Y	Logging System Type  Y NA Y NA Y NA S M S P S P Y Y Y Y Y Y Y Y	Logging System Type  Guyline Anchor Trees  Multiple Guy Anchors  Y  NA  NO  Y  NA  NO  Y  NA  NO  S  M  NO  S  P  NO  S  P  NO  Y  NO  NO	Logging System TypeGuyline Anchor TreesMultiple Guy AnchorsSpecial AnchorsYNANoYNANoYNANoYNANoSMNoSPNoSPNoYNoYoYNoYoYNoYoYNoYoYNoYo	Anchor   Special   Anchors   Supports	Logging System TypeGuyline Anchor TreesMultiple 	Logging System TypeGuyline Anchor TreesMultiple Guy AnchorsSpecial AnchorsIntermediate SupportsTailtreesLogging Pr and AzimusYNANo3YNANo3YNANo3YNANo22SMNo22SPNo64SPNo11YNo21YNo21YNo22

Unit Totals and Averages							
Average Yarding Distance:	<u>353'</u>	Average Net Pound per Payload:	<u>2,600</u>				
Average Mainline Tension:	<u>3,700</u>	Average Slope:	<u>45%</u>				
Maximum Tagline Needed:	<u>1,550'</u>	Total Number of Corridors:	<u>61</u>				
Maximum Yarding Distance:	<u>1,100'</u>	Total Number of Landings:	<u>11</u>				
		<u> </u>					

To meet suspension requirements over the live stream south of landing K, it will be necessary to buck the logs to lengths no greater than 40'.

**Notes**